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A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.

[35]

BIRTHS.

On the 8th December, at Tientsin, the wife of Wm. A. HARRISON, of a son.

On the 8th December, the wife of EVAN MATTHEWS, of the Chinese Engineering and Mining Company, Tongshan, of a daughter.

MARRIAGES.

On the 16th December, at St. Andrew's Cathedral, Singapore, by the Rev. W. H. C. Dunkley, M.A., Colonial Chaplain, EDWARD ARTHUR COOK, of Ipoh, son of the late WILLIAM HENRY COOK, LONDON, to MISS JANE JAMES, second daughter of THOMAS WAREFORD, Leamington, Spal.

On the 16th December, at St. Andrew's Cathedral, Singapore, by the Rev. W. H. C. Dunkley, Colonial Chaplain, CHARLES BASIL WHITEHEAD, son of JAMES NICHOLAS WHITEHEAD, of Tongany, Devon, to ELSIE MARIE, only daughter of G. J. A. LITTLE, late Consulting Engineer, Indian Staff Corps.

The Daily Press.

HONGKONG OFFICE: 14, DES VOUX ROAD CL
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 27th December, 1901.

ALTHOUGH the Dowager Tze'hi has so far yielded to pressure as to depose her intended successor and *protege* Pu Chun, the process of repentance in the minds of the Emperor's subjects has by no means gone far enough. The assumption of the airs and prerogatives of royalty on the part of this low-born lady would be farcical were they not indicative that there is still mischief in the air. She still clings to her discredited favourites, YUNG LU, LU CHUAN-LIN, and the pretended eunuch, the infamous LI LIEN-YIN. It is no secret that YUNG LU is as accessible to the charms of syces as ever was the departed LI HUNG-CHANG, and there is equally little reason to disbelieve that there is no music so sweet to the Dowager's ears as the clink of silver, and that there is no quarter too degraded for her to accept it thence as a gift. Deprived of LI, Prince CHUNG has been desirous as far as lay in his power of undoing the evil work of his late colleague, but finds it difficult in the face of the Dowager and her confidant YUNG LU: in fact there is every reason to believe that, in the secret councils of the two, the death of the Prince was already determined on; and it was only the personal pluck of Prince CHUNG, and the fear of exciting an open revolution, that determined them to permit his return to Peking. His new colleague is a man of a different stamp; through his official life WANG WEN-SHAO has been marked as a man who from a Chinese point of view has been distinctly honest. He did not, when reform was in the wind, pander to the new fad, and has not, now that reactionary methods are in vogue, turned face about

With all this, WANG is old and the infirmities of age have distinctly told on him, so that he has not the strength or energy to resist what he knows to be inadvisable. In such a case the retention about the person of the Dowager of two such individuals as YUNG LU and LI LIEN-YIN cannot but be productive of evil to the state. The Dowager herself is probably well aware that she has proved a failure, and would be willing to permit herself to fade gradually out of active interference with affairs of state, so long as in outward show her dignity is not assailed; and such seems to be the view of the Emperor himself, who evidently is not in favour of proceeding to extremities. YUNG LU and LI LIEN-YIN, rendered cowardly by the force of that conscience they have for so long repressed, instinctively are doing their best to prevent such a solution of the difficulty, and the Dowager cut off from wholesome advice listens to their flatteries. So affairs, which a few weeks ago were beginning to brighten, are thrown back into their old groove. Fortunately public opinion in China generally is beginning to make itself felt in Peking. The Dowager has frequently attempted to suppress the native Press, but it, more or less supported by the provincial governments, has hitherto shown itself independent of Peking and has not feared to tell disagreeable truths. With a moderation worthy of imitation by the Press in nations pretending to a higher civilisation it has never exceeded the limits of fair and respectful comment; and at the worst of time has been loyal to the Emperor himself, while outspoken with regard to the intrusive government that tried to supersede him. This good work is evidently beginning to bear fruit, but as long as these black sheep block all the avenues of approach comparatively little is to be hoped for. Let us, however, trust that at last the Emperor, feeling himself supported by his subjects generally, will pluck up heart of grace sufficient to clear the precincts of the Palace from the unworthy crowd who during the Regency succeeded in monopolising the right of entrance.

The English Mail of the 23rd November was delivered in London on the 21st instant.

Yesterday H.M.S. *Cressy* and *Pique* left for Mira Bay. The French cruiser *St. Louis* and German gunboat *Ilus* proceeded to Canton.

The Association football match yesterday between a H.K.F.C. team and the R.E., ended in a victory for the latter by 2 goals to nil. The game was of a holiday nature.

There will be a competition on Saturday afternoon, commencing at 2.15, in connection with the Hongkong Rifle Association. The highest net scorer is to receive a gold Maltese cross.

The cricket match, Civilians v. United Services, which was played on Christmas and Boxing Days, resulted in a meritorious win for the Civilians on the first innings, thanks chiefly to the fine play of Mr. A. G. Ward, who scored 132, the first century of the present season in Hongkong. Mr. J. Hooper assisted him very materially and put together 62. For the losers Mr. Francis Hayhurst made 90, and Lieut. Wood 66. The United Services scored altogether 261, and the Civilians 294. The full score will be published in to-morrow's issue.

H. E. Senhor Conselheiro José d'Assis Castello-Branco, the Envoy Extraordinary and Minister Plenipotentiary for Portugal to the Chinese Court, accompanied by H. E. the Governor of Macao, was a passenger on Tuesday by the steamer *Hongshan* from Macao. They were received on board by the Portuguese Consul General, Senhor Conselheiro Romano. His Excellency came over to confer with Senhor I. Batalha de Freitas, Portuguese Chargé d'Affaires in Japan, who is proceeding home by the German mail steamer *König Albert*. Their Excellencies Senhores Branco and Horta e Costa returned to Macao by the *Hongshan*. We understand that the Minister and his suite are leaving for Peking by the French mail on the 31st instant.

A very enjoyable concert took place on Christmas Day at the Government Civil Hospital. Among the audience were H. E. the Governor, Lady Gascoigne, Admiral Sir Cyprian Bridge, Commodore and Mrs. and Miss Powell. The entertainment commenced with a pianoforte duet, "Henry VIII Dances," by Messrs. G. Grimble and A. G. Ward. Mrs. Madie sang "Bonnie Prince Charlie" in her accustomed artistic fashion. Captain J. H. G. Casseley, 22nd B.L., gave a couple of good songs from *San Toy*, namely, "Rhoda and the Pagoda" and "I mean to introduce it into China." Mr. W. G. Worcester contributed a recitation and also a comic song, "Sweet Little Lady," which created much amusement and for which he was awarded an encore. Violin selections by Mr. C. H. Dale, R.W.F., added not a little to the attractiveness of the concert. The other artists were Mrs. Badley, who sang "Violet," Mrs. D. E. Brown, who rendered Adam's "Noel" and Rogers' "April Weather," and Mr. P. W. Goldring, whose song, "Mary," was very well sung. The concert was brought to a close by the singing of the carols, "God rest you, merry gentlemen" and "The Manger Throne." Lady Gascoigne distributed the presents of the Christmas tree after the entertainment.

The Chinese Imperial Court arrived at Chihlsen, Honan, on the afternoon of the 18th inst. from Weihuifu, and was to pass the night there.

A contract was signed at Seoul on the 14th inst., between France and Corea, regarding the conveyance of mail matters between Corea and French colonies.

A Tientsin telegram to Japan, dated the 12th December, says:—The Russian Minister has given a piece of advice to Prince Ching to the effect that foreign Powers should be kept from interfering with the domestic politics of China; alluding thus to the activity of the Japanese, British, and the U.S. Ministers. The Russian Minister keeps close communication with Yung Lu.

A captain of a Japanese ship which arrived at Moji on the 16th inst. from Talienwan informed a representative of the *Asahi* that the weather at Talienwan was now intensely cold. There were sixteen Russian war vessels in the harbour. The waterworks and the installation of the electric light were completed, and of the three breakwaters now under construction the central one was almost finished. Many European houses were being built, and the town appeared very prosperous.

On the 7th inst. some foreign residents of Kinkung, the members of the Methodist Central China Mission, and many native friends gathered together at the formal opening of the Elizabeth Skelton Danforth Memorial Hospital. Drs. Stone and Kuhn, the two Chinese women graduates from Ann Arbor Medical College, are the physicians in charge. There were present a number of Chinese, including the official, a prefect, assistant prefect, and magistrate, with a large retinue. Bishop Moore presided, formally opening the hospital. There was an address by Mr. Cleghall, British Consul at Kinkung, and a fitting response from Dr. Stuart, American Vice-Consul of Nanking.

The British Masters' and Mates' Association at Singapore on the 13th inst. drew up the following table of rates, as being in their opinion, quite reasonable:—

	Masters per month.	Mates per month.	2nd Mates per month.
For vessels of 1,000 tons and over	£300	\$190	\$135
For vessels of 400 to 1,000 tons	285	175	130
For vessels of 150 to 400 tons	225	175	130
For vessels under 150 tons	200	175	130

It was unanimously decided to ask the Shipowners to increase the rates according to the foregoing table and to make such increases date from the 1st prox.

The *Universal Gazette's* correspondent, writing from Amoy, says that the revenue derived from Customs duties, land tax, etc., in Formosa was under Tls. 4,000,000 per annum when that island was under the control of the Chinese Government, but since the island has become Japanese territory and under Japanese jurisdiction, the same sources of revenue yield more than Tls. 40,000,000 yearly. With reference to Formosa, the *Shen Pao* suggests that Japan should allow China to appoint a Consul to the island to govern the Chinese, especially those who go there from the mainland. If they would, says the Northern native journal, then peace would once more reign in the island.

The *China Times* recently, referring to a statement in the Saigon paper *Le Minkong* that the two persons who have been unjustly robbed of their credit in regard to the operations in China are Lieutenant-Prænan and Colonel Marchand, the former controlling the railway for the transport of troops and the latter maintaining peace between the various sections of the international forces, remarked:—"This is all nonsense. When these gentlemen appeared on the scene the work had been accomplished, and nothing would have been lost if they had stayed away. M. Marchand did not go up North until two months after the occupation of Peking by the Allies, and though he is a very estimable gentleman and satisfactorily performed his duties as chief of the French staff, it is ridiculous to pretend, as our contemporary does, that he had had all friction between the international forces." Colonel Marchand then wrote to the *China Times* demanding the publication of his letter, which was severely condemnatory, without alteration, under penalty of a visit to the British Consulate and an action for damages. The *China Times* refused to publish the letter and told the Colonel to "go to the Consulate or wherever else he liked."

The N.C. Daily News amongst its "Notes on Native Affairs" says:—"The report that the Empress Dowager has the intention of appointing Pu Lun, Prince of the 4th Order, as Her Apparent upon her arrival at Peking would appear to be premature, and as a matter of fact so contrary to the usual policy of that shrewd and strong-minded old lady that the very announcement would seem to contradict itself. In other words, Prince Pu Lun is twenty-seven years old, having been born in 1874; and as the Empress Dowager's ambition is to get hold of some youthful member of the Imperial Clan—the younger the better—having no intention yet of relinquishing what she has, it seems improbable that she would even dream of putting one who has attained the age of manhood, possessing independence of mind and holding opinions of his own, in a position which could easily interfere with her own policy and work destruction to the party supporting her if such an Her Apparent had the desire to do so. It is true that Prince Pu Lun, as the first obnoxious of his name designates, belongs to a junior branch to that of either the present Emperor or the late Emperor Tung Chih, who is in want of an heir, but 'circumstances alter cases' and the circumstances of Pu Lun's age must alter his case in the opinion of the Empress Dowager.

An omnibus service has been inaugurated by an enterprising Japanese at Yokohama.

On the 18th inst. the Osaka Club Hotel caught fire and the foreign side was totally destroyed.

A Straits-born Chinaman has been appointed Siamese and Malay interpreter to H.B.M. Legation at Bangkok.

Mr. E. G. Hillier, Manager at Peking of the Hongkong and Shanghai Banking Corporation, who has been appointed British Representative on the Commission for the arrangement of the payment of the indemnity, is expected at Shanghai immediately.

Although the Court of Enquiry condemned Admiral Soley on eleven points, it appears that Admiral Dewey expressed his "minority opinion" that Admiral Soley was in absolute command during the fight at Santiago Bay, and is entitled to the full credit of a glorious victory.

A Magdaly telegram, dated the 11th December, says:—"The sentence on Mrs. Ross, the accused in the 'piano case', has been reduced to two months' on appeal to the Sessions Court. The accused's advocate is taking the case up on revision to the Court of the Judicial Commissioner."

M. Waldeck-Rousseau, the French Premier, in the course of the debate last month on the new Loan Bill, declared that the French Protectorate in the Far East was the guarantee of the rights of Europe. It is unfortunate that this "protectorate" should occasionally lead to unnecessary troubles for Europe, whose rights it guarantees.

The retiring Japanese Minister at St. Petersburg will be succeeded by Mr. Kurino, at present Japanese Minister in Paris. Mr. Kurino, who was educated in America, entered the Japanese diplomatic service some 25 years ago and has been Minister in Washington, Rome, and Paris. He is expected to enter upon his new duties about the middle of January.

The court of enquiry formed to investigate the cause of the premature explosion of a cartridge during gun practice recently on the battleship *Royal Sovereign* ascertained without doubt that the breech-screw of the gun was by some means prematurely swung to before the operation was concluded of inserting the safe arrangement, which should prevent such an accident occurring when inserting a new striker. This was being done on the occasion of the recent accident, owing to a mistake.

The Paris *Temps* speaks of the new Hay-Pauncefote treaty as a triumph for the American Senate and as economically an excellent solution, but it decries the social or selfish interests of the Pacific Railway companies behind the Chauvinist pretensions of American Imperialists. The *Débats* does not blame England, considering the vulnerability of Canada, for giving way rather than provoking a conflict, but notes the fact that constant concessions are the price of peace with America. It suggests that the report in favour of the Nicaragua route may simply be designed to lessen the cost of buying up Panama.

A Washington telegram of the 6th inst. says:—"New measures directed against anarchists have been introduced into the Senate. It was declared that international courtesy demanded that the United States should enforce laws preventing the formation of plots in the United States against foreign rulers. Senator Hoar proposed that punishment be inflicted for insulting the President or Vice-President of the United States and also the heads of foreign Governments, and demanded a further punishment of twenty years' imprisonment for persons instigating to murder reigning sovereigns and heads of Governments."

Prince Orsini, who is the owner of the beautiful Lake Nemi, near Rome, has facilitated in every possible way the efforts of the Italian Government to raise the two galleys of Caligula which were sunk A.D. 41 off the shores of this lovely sheet of water. Sufficient has been recovered at present to disclose the astounding fact that the vessels in question measure respectively 225ft. and 237ft. in length by 60ft. and 75ft. in width. Their decks were evidently covered with splendid mosaics, and already an immense number of magnificent bronze objects, among them a beautiful head of Medusa, are to be seen at the Prince's villa, where eventually a museum is to be organised of objects in connection with the sunken galleys.

H.M.S. *Neptune*, which is now to be broken up, was built by Samuda Brothers, Millwall, as the *Independencia*, for the Brazilian Government, and she either broke or strained her back in launching, which nearly ruined the builders. The Brazilian Government refused to contribute towards the expenses arising out of the accident, but, fortunately for the builders, Great Britain was plunged in a great political crisis before the ship left the builders' yard, and under the right of pre-emption, she was purchased by the British Government out of Mr. Dimsell's famous six millions in 1878. Just then an old two-decker, named the *Neptune*, had been sold to the shipbreakers, and on the *Independencia* proceeding to Portsmouth to be fitted out she took the two-decker's name. The new *Neptune* was splendidly finished; indeed, too much so, according to Dockyard ideals, and the linker went speedily to work. The Admiralty decided to re-arm the vessel, and taking out the Whitworth guns which fired a hexagonal shot they fitted her with the 35-ton Woolwich infant of the day. The *Neptune* did good service for a number of years, and was by no means a bad investment.

TELEGRAMS.

"DAILY PRESS" SERVICE

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 26th December, 4.10 p.m.

MANCHURIAN CONVENTION—CHINA MAKES A STAND.

A Peking telegram reports that the Chinese plenipotentiaries object to four terms of the Manchurian Convention. Firstly, they cannot accept Russia's demands for the exclusive training of the Chinese troops, the limitation of the numbers of the Chinese garrison of Manchuria, and the appointment of a Russian commander. Secondly, they state that Russia must evacuate Manchuria before three years' time. Thirdly, China cannot agree not to open any mines in Manchuria without Russian consent and partnership, or to employ solely Russian capital. Fourthly, if Russia returns the Newchwang railway to China, the latter cannot agree not to open branches without Russian consent and partnership, or to employ solely Russian capital.

AN ANSWER REQUESTED.

The plenipotentiaries state that they will forthwith discuss the other terms of the Convention, and in the meanwhile they beg Mr. Messar, the Russian Minister at Peking, to give them an answer on the above four points.

GENERAL NEWS.

SHANGHAI, 26th December, 4.10 p.m.

ACCIDENT TO NORTHERN

FRENCH MAIL.

The Messageries Maritimes mail steamer *Yarra* has been delayed by grounding on the flats here, but has been floated off uninjured with a very high tide.

REUTER'S SERVICE.

LONDON, 23rd December.

BOERS RESOLVED TO CONTINUE WAR.

The correspondent of the *Daily News* at Volksrust, Transvaal, states that the Boers are apparently resolved to continue the war. The real object of the recent meetings was to make plans for the summer campaign.

NEW AUSTRALIAN CONTINGENT FOR THE CAPE.

The Federal Government has decided to send a contingent of one thousand men to the Cape.

LONDON, 23rd December.

SOUTH AFRICA—SEVERE FIGHTING.

Lord Kitchener reports that two hundred of Colonel Spens's troops whilst engaged in searching farms at Beguinard, Transvaal, in parties, were attacked by 300 Boers who overwhelmed a portion of the force. Our casualties, which were severe, include Major Damant of Damant's Horse, dangerously wounded.

In a fight which took place at Taldkop, Orange River Colony, on the 20th instant, two officers and twenty men were killed, four officers and seventeen men wounded. Colonel Rivington, arriving on the scene, pursued the enemy, who left six dead and admit having buried twenty-seven.

Commandant Muller in an attack on Colonel Part in the Colstroom district, was repulsed, leaving eight killed and three wounded. Our casualties were 31 including six officers wounded.

Commandant De Wet with 800 Boers attacked General Durnell in the Bethlehem, Orange River Colony, district. The fight lasted for several hours, during which time the enemy charged to within 150 yards of our lines, but were repulsed, losing twenty men. Our casualties were thirteen.

LONDON, 24th December.

GRAND DUKE OF HESSE DIVORCED.

The divorce of the Grand Duke Ernest Louis of Hesse from his wife, Princess Victoria Melita of Coburg, has been pronounced on the ground of absolute incompatibility.

SOUTH AFRICA—FURTHER FIGHTING.

General Mackenzie attacked a Boer laager in the Carolina district, Southern Transvaal, at dawn on the 19th instant, killing six of the enemy and capturing sixteen.

The following is from an American "Society" paper:—"Lady Curzon of Kedleston is the best dressed woman in the East, about the only one of any conversational ability in the whole of Hindoostan, and the landowner who has ever ruled at Government House, Calcutta. That she must be terribly bored by the Anglo-Indian element goes without saying, for they are, one and all, uninteresting to the last degree. All the matrons and maids of Simla are deadly jealous of her, since she takes the wind out of their sails. She is a linguist. The noted British lady can only speak Anglo-Indian and Hindustani. Lady Curzon is well informed. Expatriated English families, beyond knowing how to drink whiskey and say 'Damn' are singularly ignorant."

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE PRIVATE COOLIES COMMISSION.

TO THE EDITOR OF THE "DAILY PRESS."

6, Des Vaux Road, Hongkong, 24th December.

SIR,—I shall feel obliged if you will publish the enclosed correspondence in your columns for the information of numerous enquirers who have asked me what is to be the outcome of the Commission appointed to enquire into and report on the question of the existing difficulty of procuring and retaining reliable chair and jinricksha coolies for private chairs and jinrickshas.—Yours, etc., R. CHATTERTON WILCOX.

[Enclosures.]

6, Des Vaux Road, Hongkong, 18th December, 1901.

SIR,—In connection with the Commission to enquire into the question of private chair and jinricksha coolies, on which I had the honour to sit, I beg respectfully to ask whether any action is contemplated in the direction of carrying out the recommendations contained in the report.

I am moved to make this enquiry in consequence of repeated and anxious enquiries that have been addressed to me to what it is intended to give effect to the Commission's suggestions. The present time is also regarded as most opportune for making trial of the legislation suggested, inasmuch as any temporary strike by the coolies would cause comparatively small inconvenience during the cool weather.

Opinion seems still more unanimous in favour of registration so far as I can gather, since the Report of the Commission was published, influenced no doubt to some extent by the result of the enquiry, and partly by the evils complained of having become further accentuated. An influential resident, who had been paying his chair coolies \$10 per month, told me the other day that he had been compelled to dismiss them because they were so troublesome, and that he intended, though living on a high level, to do without coolies during the cool weather. Another resident informed me that although he paid good wages and used the coolies sparingly, they had left him suddenly because they had too much work, said work consisting of carrying the chair on an average three or four times a day!

Some relief from the present unsatisfactory state of things is anxiously looked for by the majority of the residents and generally considered most desirable, and I trust His Excellency the Governor will see his way to sanction the introduction of legislation, which I feel confident would go far to provide a remedy.

I have the honour to be, Sir, Your most obedient servant, (Sd.) R. CHATTERTON WILCOX. Hon. J. H. Stewart Lockhart, Colonial Secretary, Hongkong.

Colonial Secretary's Office, 18th December, 1901.

SIR,—In reply to your letter of the 13th instant, I am directed to inform you that the Government is giving its careful consideration to the Report of the Commission appointed by His Excellency the Governor to enquire into matters concerning private chair coolies.

I have the honour to be, Sir, Your obedient servant, J. H. STEWART LOCKHART, Colonial Secretary. R. C. Wilcox, Esq.

LEGISLATIVE COUNCIL.

A meeting of the Council will be held to-day, Friday, at 3 p.m.:

1. Financial minutes. (Nos. 71 to 73)
2. Report of the Finance Committee. (No. 15.)
3. Motion as to Ordinance No. 40 of 1899.—Whereas by section 5 of the Summing-up of Chinese Ordinances, 1899 (No. 41 of 1899), it was enacted that the Ordinance should only continue in operation for the period of two years from the coming into operation of the said Ordinance and for such further period or periods as might from time to time be determined by Resolution of the Legislative Council: It is hereby resolved by this Council that the Summing-up of Chinese Ordinances, 1899, shall be continued in operation for the further period of three months from the 30th day of December, 1901 (inclusive).

ORDINANCES OF THE DAY.
1. Second reading of the Bill entitled an Ordinance to amend the Births and Deaths Registration Ordinance, 1896.
2. Third reading of the Bill entitled an Ordinance to further amend the Chinese Emigration Consolidation Ordinance, 1899.
R. F. JOHNSTON, Acting Clerk of Councils.
N.B.—A meeting of the Finance Committee will be held immediately after the Council.

POLICE COURT.

Thursday, 26th December.

BEFORE MR. F. A. HAZELARD (POLICE MAGISTRATE).

OWEN GRIFFITHS, seaman on the s.s. *Empress of China*, was convicted on a charge of having on Christmas Day been drunk and incapable in Connaught Road, and was sent to prison for eight days. A first-class petty officer, on H.M.S. *Bramble*, was fined \$10 with the alternative of three weeks' imprisonment for having assaulted a Chinaman at Hongkong and damaged certain property to the extent of \$50.

He was also ordered to pay compensation to the amount mentioned, failing which the Magistrate sentenced him to be imprisoned for two days extra. Ambrose Smith, A.R. seaman, H.M.S. *Glory*, was convicted of having behaved in a disorderly manner while drunk in Queen's Road Central and damaged a private vehicle to the extent of \$1. On the first count he was ordered to pay a fine of \$2 with the option of eight days' imprisonment, and on the second to make good the damage done or suffer other two days in incarceration.

OTUM.
Kwok Sam, a coolie, was fined \$80 with the alternative of two months' imprisonment for having been found in unlawful possession of two tins of prepared opium, two tins and nine mace of raw opium and ten tins of opium discs.

NEW ADVERTISEMENTS

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING OF ZETLAND LODGE will be held at the Freemasons' Hall, Zetland Street, TO-DAY (FRIDAY), the 27th December, at 5.30 for 6 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 27th December, 1901. [331]

HONGKONG RIFLE ASSOCIATION.

ON SATURDAY, the 28th December, commencing at 2.15 p.m. there will be a Handicap Sweepstakes of 50 Cents each, and \$30 added, 3 prizes, the highest net score to receive a Gold Maltose Cress. Handicaps will be revised prior to the competition.

ALEX. MAKENZIE, Hon. Secretary.

Hongkong, 27th December, 1901. [91]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"STENTOR" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 28th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. Goods undelivered after the 1st January, 1902, will be subject to rent. All damaged goods must be left in the Godowns, where they will be examined at 11 a.m. on the 2nd January, 1902. No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th December, 1901. [15]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ HEINRICH"

OF THE NORDDEUTSCHER LLOYD.

Captain R. Heintze, due here with the outward German Mail about the 30th instant, will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 27th December, 1901. [9]

CHRISTMAS 1901.

THE undersigned is now prepared to supply

CHRISTMAS CAKES

of the best quality, weighing from 1 lb. to 20 lbs., and also Mince Pies, Assorted Cakes, &c. &c.

DORABJEE NOWROJEE,

Hongkong Bakery,

51, Des Voeux Road.

Hongkong, 7th December, 1901. [323]

NOTICE.

A MEETING of HIS MAJESTY'S

JUSTICES of the PEACE will be held

at the Magistracy, at 2.30 p.m., on TUESDAY,

the 31st day of December, 1901, for the purpose

of considering the following application:—

From one ANTONIO PONSECA for the

transfer of his Adjunct Licence to sell and

retail intoxicating Liquors on the premises

situate at No. 13, Queen's Road Central, under

the sign of "The Connaught House" to one

JOHN H. WAINWRIGHT.

F. A. HAZELAND,

Police Magistrate.

Magistracy,

Hongkong, 16th December, 1901. [328]

OWNERS of HOUSES situated in the

Western Division of the City of Victoria

who have not had their Premises LIME-

WASHED and CLEANSSED in accordance

with Law are reminded that the period during

which this work should be finished ends on the

31st day of December, 1901, and the Sanitary

Board being convinced of the necessity of

Cleanliness in its efforts to STAMP OUT

PLAQUE, is determined to RIGOROUSLY

PROSECUTE any Owner in default after the

above named date.

By Order of the Board,

G. A. WOODCOCK,

Secretary.

Sanitary Board Office,

1st December, 1901.

Note.—The Western Division of the City lies

to the West of Morrison and East Streets.

3068

NOW READY.

"THE CHINESE SOLDIER"

AND

OTHER SKETCHES.

PRINTED ON CHINESE PAPER

AND

BOUND IN CHINESE STYLE.

ILLUSTRATED WITH PHOTOGRAPHS

AN ATTRACTIVE XMAS GIFT.

Price \$2.00

On Sale at

Messrs. KELLY & WALSH, LD., Messrs. W.

BREWSTER & CO., and the "HONGKONG

DAILY PRESS" Office.

Hongkong, 8th November, 1901. [245]

QUAN WAH & CO.

DEALERS IN

ITALIAN MARBLE AND GRANITE

MONUMENTS.

DESIGNS & PRICES ON APPLICATION

at No. 1, Queen's Road East, Hongkong

Hongkong, 17th October, 1899. [264]

INTIMATIONS

NOTICE.

SPECIAL HOME RETURN TICKETS.

FROM the 1st January, 1902, we will issue SPECIAL HOME RETURN TICKETS available for two years (from date of departure to date of arrival on return) for one and one half fare.

E. A. HEWETT,

Superintendent,

P. & O. S. N. Co.

P. DE CHAMPAGNE,

Acting Agent,

Messageries Maritimes Cie.

MELCHERS & CO.,

Agents,

Norddeutscher Lloyd.

Hongkong, 25th December, 1901. [3301]

FOR SALE

PRIVATE TENDER.

THE GOOD SEAWORTHY SAILING

VESSEL

"YOSHIE MARU"

(Japanese Barque).

Belonging to the Underigned,

AS SHE LIES NOW IN KISUKAWA,

OSAKA.

PARTICULARS of the VESSEL.—Wood

hall; gross tonnage, 365.93 tons; regis-

tered tonnage, 343.98 tons; built at Hamburg

in 1876, and fully repaired in 1899; length, 130

feet; breadth, 25 feet 6 inches; depth, 14 feet;

with all necessary equipments for sailing.

The Barque can be inspected at any time.

The SALE will be made for CASH, payable

on transfer of the vessel. All Transfer Fees to be

paid by Purchaser.

The Underigned retain the right of accept-

ing or refusing any or all of the Tenders.

TENDERS will be received until 31st

JANUARY, 1902, and decided on the 5th

FEBRUARY, 1902.

N.B.—These particulars are presumed to be

correct, but are not guaranteed.

For further information, apply to

S. OYA,

Saiwai-cho, 2-chome, Osaka.

Telephone: Nishi, No. 333.

Osaka, 10th December, 1901. [3298]

NEW YEAR HOLIDAYS.

IN accordance with the provisions of Ordin-

ance No. 6 of 1875 the undermentioned

Banks will be CLOSED for the transaction of

Public Business on WEDNESDAY and

THURSDAY, the 1st and 2nd January, 1902.

For the CHARTERED BANK OF INDIA,

AUSTRALIA AND CHINA.

T. P. COCHRANE,

Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING

CORPORATION.

T. JACKSON,

Chief Manager.

For the NATIONAL BANK OF CHINA,

LIMITED.

GEO. W. F. PLAYFAIR,

Chief Manager.

For the MERCANTILE BANK OF INDIA,

LIMITED.

JOHN THURBURN,

Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE,

Hongkong Agency.

L. BERINDOAGUE,

Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED.

J. W. R. TAYLOR,

Manager.

For the YOKOHAMA SPECIE BANK, LIMITED.

TARO HODSUMI,

Manager.

For the IMPERIAL BANK OF CHINA,

E. W. RUTTER,

Manager.

For the DEUTSCH-ASIATISCHE BANK,

H. SCHOTTLENDER,

Acting Manager.

Hongkong, 23rd December, 1901. [3277]

CHRISTMAS AND NEW YEAR

HOLIDAYS.

THE Undermentioned Insurance Offices

will be CLOSED for the transaction of

Public Business on WEDNESDAY and

THURSDAY, the 1st and 2nd January, 1902.

JARDINE, MATHESON & CO.,

General Agents,

CANTON INSURANCE OFFICE, LIMITED,

and

HONGKONG FIRE INSURANCE COMPANY,

LIMITED.

For the UNION INSURANCE SOCIETY OF

CANTON, LIMITED.

W. J. SAUNDERS,

Secretary.

For the NORTH CHINA INSURANCE CO.,

LIMITED.

W. H. PERCIVAL,

Agent.

For the CHINA TRADERS' INSURANCE

CO., LIMITED.

W. H. RAY,

Secretary.

For the YANGTZE INSURANCE ASSOCIA-

TION, LIMITED.

SHEWAN, TOMES & CO.,

Agents.

For the CHINA FIRE INSURANCE CO.,

LIMITED.

GEO. L. TOMLIN,

Secretary.

Hongkong, 23rd December, 1901. [3278]

C. F. WARREN,

BUILDING CONTRACTOR,

No. 3A, WINDHAM STREET.

SANITARY APPLIANCES SUPPLIED

and FIXED. Specially Designed TRAPS

for Bathrooms and Verandahs in Stock.

Agent for MOSAIC TILES. Prices on

Application.

CHEONG LEE & CO.

FURNITURE STORE.

Established over 20 Years.

IMPORTERS and EXPORTERS, and

Dealers in—Furniture, Blackwood

Jewellery, Carries, Cutlery, Electro, Plate, and

Glassware, Dining-room and other Furniture

on Hire, &c. For the HIGHEST GRADE,

BEST and CHEAPEST.

8, QUEEN'S ROAD CENTRAL,

Right opposite Robinson Piano Co.

Hongkong, 20th November, 1901. [2952]

B. J. REMEDIOS,

FOREIGN AND COLONIAL STAMP

DEALER.

No. 4, WEST TERRACE, HONGKONG.

Will be glad to send STAMPS on approval

to any address on receipt of satisfactory refer-

ences.

Is also prepared to purchase used Postage

Stamps in Large or Small Quantities for Cash.

AGENTS WANTED

15 to 25 per cent. Discount Allowed. [3062]

AUCTIONS

PUBLIC AUCTION.

THE Underigned has received instructions to sell by Public Auction, on

10-MURROW (SATURDAY),

the 28th DECEMBER, 1901, at 2.30 p.m., at his

SALES ROOMS, Duddell Street,

EIGHTY PIECES OF VERY FINE

IVORY CARVINGS;

Also

A Quantity of JAPANESE PORCELAIN

WARE,

Comprising—

TEA SETS, DESSERT SETS, COFFEE

CUPS and SAUCERS, TEA POTS,

PLATES, VASES, JARDINIERS and

STANDS, &c., &c.;

and

A Few Pieces of CANTON BLACKWOOD

FURNITURE.

On View from Friday, the 27th December.

Terms:—Cash on delivery.

GEO. P. LAMBERT,

Auctioneer.

Hongkong, 23rd December, 1901. [3271]

PUBLIC AUCTION.

THE Underigned has received instructions

from LIEUT. HENRIET, A.P.D., to sell by

Public Auction,

TO-MORROW (SATURDAY),

the 28th DECEMBER, at 2.30 p.m., No. 4,

(ALL RIGHTS RESERVED.)

SPORT AND ANECDOTE.

BY AN OLD FOEY.

A FOOTBALL SENSATION.

The directors of the Everton Association Football Club have never been niggardly in the salaries they have paid their professionals. So far as they have been able they have secured the most accomplished men, for to borrow a phrase from the man in the street, money has been "no object." And yet I fear that since the League was founded Everton have had a comparatively poor return for their enormous outlays. Once they have been the champions of the League, but that is so long as ten years ago. Since then a young generation has sprung into manhood, and these wide-souled enthusiasts are wondering when Everton are to be styled champions, for they lack nothing of victories won a decade since. They cheer the present players and they live in this hour. Are the Evertonians to wait the highest honours for their near neighbours—Liverpool?—for only a quarter of an hour's walk across Stanley Park divides the headquarters of the rival camps. One is driven to think of these things by the remarkable triumph which Everton gained last Saturday when they beat Sunderland on their home ground by four goals to two. The Sunderland club have met Everton more times than any other team, but never till the close of last week had a clean sheet from Goodison Park ever won a match at Roker Park. The twain have met on 31 occasions and so evenly balanced have they proved in half the matches that only a goal has separated the teams. All the same Sunderland have had the satisfaction of winning 17 games to 9 for Everton. Thus all things considered, the combination captained by Tom Booth, can plume themselves upon a great achievement and upon upstaging Sunderland at the top of the table. Can the Dark Blues from the Mersey city stay there?

Since the commencement of the campaign Everton have shown really excellent form, viewing their matches as a series. They began by administering a defeat to Manchester City, but not until an hour had elapsed did they break down the defence of the Manchester men. In their next engagement with Wolverhampton Wanderers their centre, Tomman fractured a leg and is not likely to be seen on the field again this season. Such an accident might have upset any team, especially as the Everton wing men afterwards resorted to astonishing tactics. But Everton played like men possessed of a passion for goals, and they won by no fewer than 6-1, the half-dozen being equally divided between James Settle and John D. Taylor. The latter hard-working lad surprised himself that he has never been able to score since. Drawn battles with Liverpool, Newcastle and Aston Villa followed. The tussle with Liverpool was magnificent, and Everton were decidedly lucky to finish on equal terms, for one of their goals was the result of the ball canning from the foot of Sharp when he knew very little about the affair. The goal was more the result of accident than design. After opening October by beating Sheffield United the Evertonians sustained their first reverse on October 12th, when Nottingham Forest reduced any growing self-conceit by a four goals to none victory. This disaster led to the resignation of the Everton custodian Muir to the ranks of the reserves. Bury were playing a remarkably fine game last month, and they drew at Goodison Park with a record of one goal each, but then the Blackburn Rovers surprised themselves and their best friends by extinguishing Everton by three to one. During November the Goodison Park club have never lost a match, and have on succeeding Saturdays secured two points each at the expense of Stoke, Grimsby, and Sunderland. In all they have gained six points on the grounds of their opponents, a measure of success which curiously enough is only equalled by Liverpool, their great friends over the way. So far as one can tell at present the championship of the League seems very open, but I would as lief make a choice of Everton as any other club for the honour.

THE EVERTON ELEVEN.

Who constitute the Everton eleven? The splendid consistency of Muir who missed one match in 1898-99, two in 1899-1900 and none in 1900-01, has kept the goalkeeper G.W. Kitchen very considerably in the background, for he left the Buxton club in May, 1898, and prior to October 12th of this season he had enjoyed three opportunities of showing his skill. Although Burton-born he gained most of his experience with Stockport County. Standing 5ft. 6in. and weighing 13st. 9lbs. he has every physical quality, and what is more important, an equable mental temperament. He keeps his charge excellently, and is well protected by Balmer and Eccles, the latter of whom has displaced the Dundonian, J. Watson, who played left back. Now Balmer is a full back Everton have reason to be proud of, as they took him from Alnwick Church and trained him. He has rather a taking action, and a very sure kick in almost any position with either foot. A matter of 5ft. 8in. and weighing 12st. 3lbs. he is sturdy, and if he makes a mistake a determined worker until he has recovered himself. I have always liked Balmer since the first day I saw him; and although he has played for the League I hope that he will yet gain his cap for England. A Staffordshire man by birth and training, G. S. Eccles is, like Balmer, a back who can play on either side of goal. Although taller than Balmer, he is lighter, but that little matter of pounds in no way detracts from his tackling—and I should say that as a pair Balmer and Eccles are very difficult to pass, and neither of these ever knows when he is beaten. The captain of Everton, Tom Booth, is really a Manchester youth, some twenty-six years of age. Debonair and dashing, he is 5ft. 10in. and 12st. in weight. Booth is a man of mood, and when at his best is a

really clever but unobtrusive half-back. There is no slow about his work, but he is essentially a clubman, and not self-assertive enough in a representative team ever to make a great name. For instance he played for England against Wales at Wrexham in 1898, but he seemed unnerfed in strange company, did not play for all he was worth, and lost his chances of more international caps. And yet Tom Booth is neat and effective, both in breaking up combination and placing to his forwards. On his left is Abbott, another heavily customer, for, although 5ft. 9in., he does not look it owing to carrying about 12st. 9lbs. Raddy-faced, healthy and strong, Abbott, who is only 23, is full of football of vigorous but not unfair kind. Formerly he was a Small Heath forward, and in 1898-99 was at the head of the goal-scoring in the Second Division. He gives the left wing in front of him every chance, and worries the other halves. S. Woldenham, who hails from one of the numerous villages round Bolton which seem so fruitful of players, is a tremendous worker at right half-back. His motto is *Nil desperandum*. This sort of motto is very useful. The forward line of Everton has undergone several changes, but despite temporary deficiencies of form the attacking line includes some "star" artists. One of the cleverest forwards playing now, despite his 31 years, is John W. Bell, the tall, black-haired man from Dumbarton, who has been one of the heroes of both Scottish and English football. His display for Scotland against England at the Crystal Palace in the Diamond Jubilee year was only equalled by his magnificent skill on behalf of Everton in the final for the English Cup at the same rendezvous in the same season. A brilliant dribbler, with a fine turn of speed, he can play on either wing. Very clever in evading his antagonists, he passes to a nicely, makes fast swinging middles, and scores with half a chance. Bell is not done with yet, but unfortunately he has no understudy for this position as outside left. It is somewhat curious that his partner, James Settle, should be the inside left against Scotland at Birmingham in 1899, so that this wing is simply an international partnership. Settle, who is a Cumberland by birth, is nearly five inches smaller than Bell, but he is a true bantam and a game bird, if ever there was one. Although born at Millom, he has earned his football in Lancashire with Bolton Wanderers and Bury, the latter of whom sold him to Everton for £400. Nobody has scored so many goals in the First Division as Settle, and on his day he is certainly a very clever forward. He is quite conscious of his own worth. Everton have tried several centres but are at present assiduously cultivating Alexander Young, who is a smart youth. Born at Skanman in 1889, he is 5ft. 6in. and weighs 11 stones, so that he has physique for his trying post. He graduated with Paisley S. Mirren, and left Falkirk for Everton at the close of last season. There are the makings of a centre in this youth. During the absence of John D. Taylor the dashing Dumbarton forward, who is such a spirited worker on the right, John Proudfoot, another Scot, is acting as inside "feeder" to Jack Sharp. Although only 5ft. 6in. Proudfoot, who, like Tom Booth, was once a Blackburn Rover, scales 12st. 6lb. This stolid Glaswegian is a worker, dribbles and passes well, and is a good shot. Unfortunately he is a little slow for such a flyer as Jack Sharp, the Huddersfield youth and the Lancashire cricketer. Sharp with his bright, laughing face simply exudes health. Only 23 5ft. 6in. and 11st. 7lb., it will be seen that he has youth and strength to recommend him. Moreover, he is very fast on the ball and centres either from the touch line or the corner flag in very accurate style—and it is just that kind of centring that tells a tale. He is, too, a capital shot, although only three goals stand directly to his credit this season, namely, one each against Liverpool, Stoke and Sunderland. The only fault about Sharp is that he does not care to bustle the opposing backs. Probably thinking of his cricketing career, he believes in giving them plenty of room. From this sketch it will be seen that there is not a shirker in the Everton eleven, that they are mostly young and blessed with speed and weight, and above all that they are a clever combination. As they are an easy lot to train, for some of the men do not vary a pound in weight year in year out, they ought to make a bold bid for the championship. They certainly gained the most sensational victory last Saturday.

WONDERFUL SWIMMER.

Some time since it was announced in this column that the euc swimming organisation, Manchester Osbornes, intended to accord a benefit to Joey Nuttall, who, first as an amateur and then as a professional, has proved himself such a grand exponent of the art of natation. Moreover, Nuttall has always conducted himself as a man should, and this is a point which must never be overlooked, for there is no controlling body over professional swimmers. However, a man makes his own position and reputation in this world as a rule, and Nuttall has every reason to be proud of both his records. The great event of the evening was the double breaking of the 1,000 yards bath record of Joey Nuttall. The figures stood at 13mins. 53secs. and were established in 1899 at Lambeth Baths, which are 44 yards long. First of all J. A. Jarvis entered the Osbornes Bath, which measures 39 yards, and endeavoured to smash these figures. He succeeded beyond the expectations of the multitude, for he completed the distance in 13mins. 32.3-secs. Taking the time at the end of each two lengths of the bath, he progressed, as will be seen below:—

	2	4	6	8	10
57s.	1m. 58s.	3m. 14s.	4m. 44s.	5m. 58s.	7m. 14s.
12	14	16	18	20	22
6m. 12s.	7m. 10s.	8m. 20s.	9m. 5s.	10m. 20s.	11m. 35s.
22	24	26	28	30	32
11m. 35s.	12m. 42s.	13m. 32.3-5s.			

From this it will be easy to note the wonderful regularity of his swimming and the absolute certainty to which he has reduced record-making. These figures have never been published before, and must attract the attention of those interested in swimming. About an hour later Nuttall entered the water with the intention of beating the record Jarvis had just set up, but he failed to do so by 3.5 secs. His pace and where he failed can be seen from a corresponding table:—

	2	4	6	8	10
57s.	1m. 58s.	3m. 14s.	4m. 44s.	5m. 58s.	7m. 14s.
12	14	16	18	20	22
6m. 12s.	7m. 10s.	8m. 20s.	9m. 26s.	10m. 32s.	11m. 35s.
22	24	26	28	30	32
11m. 37s.	12m. 45s.	13m. 36.1-5s.			

Thus it will be seen that Nuttall began slower, but, increasing his speed, he was half a second inside Jarvis's figures at eight lengths, and level with him for nearly the half distance (500 yards), but after that he unmistakably lost time, and could never regain his leeway. The contrast in style between the two men was great, although both used the over-arm stroke. Jarvis swims on his left side and makes a noise like a little steamboat ploughing through the water. On the other hand, Nuttall is on his right side, and his action is so noiseless that if he had gone slower and the lights had been lowered it would have been impossible to tell that anyone was swimming at all. Nuttall has for long enough been the trainer of Jarvis, and it was quite a unique study in sportsmanship to see Jarvis standing by the bath cheering Nuttall and urging him to greater exertions to beat the record which had just been made by himself. But Nuttall did not keep such a perfectly straight course as Jarvis, who was well served by his age. As boxers say, nobody boasts a good old hand but a good young hand. This is the secret of it all, but even so Nuttall has proved conclusively that he is a much faster swimmer in 1901 than he was in 1891. This shows how he has preserved his power and his physique.

THE BILLIARD SEASON.

H. W. Stevenson, the new billiard champion continues to show brilliant form, and it is marvellous to note the average he frequently makes in both long and short games. His average per stroke is seldom less than 30, and is occasionally as high as 80. "Twas but the other day he made over 1,000 points in twelve attempts. He has several times exceeded 300 lately at a break, and when one reads of the compilations of these professionals, for the spot-barred push-barred record is now 722 in one hand, I cannot help thinking over and over again of the great disparity between amateurs and professionals at this game. Why, the greatest break in the amateur championship is only 108. This is one of the games in which the amateur is hopelessly outclassed. It is not so in swimming, football or cricket.

London, 23rd November.

A GREAT UNRECORDED CLIMB.

The vast, solemn sea of unswimming rocks known as the Natural Bridge, immortal "One-Niche the Highest." The prose poem is known to all English people. How a strapping of spare years out his way upwards, niche by niche, in the face of the living rock.

How, in the end, his knife falls ringing at his agonised parents' feet; his head reels; his eyes start; and with a last convulsive effort his arms drop into the welcome noose. He is saved! Similarly, here is a tale of a lad of 17, who climbed down. And then—when the expert watchers abandoned all hope—he climbed up, and was saved.

At 17 years, Ernest Spary, a healthy, strong youth, fell ill. Violent pains in the stomach assailed him, and that organ swelled. His appetite left him, and a nasty, dry, teasing cough tormented him.

He had begun the descent. He took to his room. "For three months he was confined to his bed, until," his mother, Mrs. Spary, says, "he was reduced almost to a skeleton, and was so weak that he could not walk across the bedroom. A doctor rode five miles every week to see him, at 10/6 a visit, and said he was suffering from peritonitis and was going into consumption."

"I want you to hold that fast in your mind," the doctor said, "he had peritonitis and was going into consumption."

The disease developed into worse. Despite medical attentions, Ernest thinned down to a skeleton, and grew so emaciated that "his spine became curved." Then the doctor decided to pack him in a plaster of Paris jacket. In fact, he told Mr. Spary that his son was actually dying, and that hope was gone.

Mrs. Spary, in an extremity of desperation to save him, thought of Mother Seigel's Syrup, which she told us on November 18th, 1899, "we had used for years as a family medicine."

The rapid descent was completed. Ernest had receded from bright, good health to that dark approach known as "No Hope." Now for approaching daylight!

"I tried the Syrup," writes Mrs. Spary, "and after the first dose Ernest said he thought he felt a little better," and little by little, niche by niche, he climbed upwards. "In five days he was able to sit by the fire. One day, as he sat in his room, he was suddenly taken violently sick and, ignited a large quantity of 'm' tery fluid."

This protest of a strengthened stomach saved him. He said he felt that a weight had been removed from his right side, and, of course, partially digested food, acid fluids, and ulcerated matter are a dead weight.

He climbed up in grand style now, with the aid of Seigel's Syrup. The doctors came to see him, but they couldn't pack a man whom they found as healthy as he. They examined him, instead, and found that he was rapidly gaining flesh.

The pains gradually grew less severe, the cough ceased to tease, Seigel's Syrup was still faithfully taken, and in two short months he was as well and strong as ever before in his life.

This is an account given to me by Mrs. Spary, 1, My Cottage, Newchurch West, near Cheltenham, on November 28th, 1899. There are, one might say, a thousand symptoms of dyspepsia; but I want to briefly examine this wonderful record.

or an insect counterfeits a dried twig. The most practised eye is deceived. Strike at the root; that is the only remedy. Take Seigel's Syrup. Remove the sole cause.

Clear the stomach and bowels for action, and leave counterfeits consumption, heart disease, asthma, and uric acidity to nature to deal with. She knows how to cure you.

Remember also that this record climb could never have been written if Mrs. Spary had even hesitated or changed her mind.

IF you want your Boots well polished, tell your Valet or the Maid to ask for

WALTON'S BOOT CREAMS

AND VARNISHES.

WALTONIAN CREAM, WHITE & BLACK.

JANNE MOSCOVITE, TAN-3 SHADES.

PARISIAN DRESS-BOOT POLISH.

Order from St. res or Wholesale to—

JOHN WALTON (PARIS),

MANUFACTURER,

176, SHAFTESBURY AVENUE,

LONDON.

ENTERTAINMENT

HONGKONG BENEVOLENT SOCIETY

A SUBSCRIPTION DANCE

in aid of the above SOCIETY will be held in the CITY HALL, on

JANUARY 27th, 1902, at 8.30 P.M.

Tickets ... 85 each.

Tickets may be had from Mrs. FORBES,

East Point, or from Members of the Committee of the Society.

Hongkong, 19th December, 1901. 3142

PUBLIC COMPANIES

THE HONGKONG HIGH-LEVEL

TRAMWAYS COMPANY,

LIMITED.

NOTICE IS HEREBY GIVEN that the

SEVENTEENTH ORDINARY

GENERAL MEETING of the SHARE-

HOLDERS of the above Company will be held at the Registered Office of the Company, 38

and 40, Queen's Road Central, THIS DAY (FRIDAY), the 27th day of December, 1901,

at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts for the year ending 30th November, 1901.

The TRA-SFER BOOKS of the Company will be CLOSED on the 27th to 29th inst., both days inclusive.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 27th December, 1901. 3171

THE DAIRY FARM COMPANY,

LIMITED.

NOTICE IS HEREBY GIVEN that an

EXTRAORDINARY GENERAL

MEETING of the above-named Company will be held at the COMPANY'S OFFICE, No. 2,

Albert Road, Victoria, in the Colony of Hongkong, on FRIDAY, the 10th day of January, 1902, at 4 P.M., when the subjoined resolution which was passed at the Extraordinary General Meeting held on the 18th December, 1901, will be submitted for confirmation as a special resolution.

"That the figures in Article No. 10, Clause 15 of the Articles of Association of the Company, be altered to read \$1,500 (Fifteen hundred dollars)."

By Order of the Board of Directors,

R. P. MOFFITT,

Secretary.

Hongkong, 24th December, 1901. 3287

NOTICE

THE Undersigned carry in Stock an

extensive line of CIGARS and

CIGARETTES from the "GERMINAL"

FACTORY of Manila, for which they are

Sole Agents in Hongkong. Prices moderate. Stock of specially selected quality. A trial solicited. Special Terms to Exporters.

T. M. STEVENS & CO.,

Barnesfield Arcade.

Hongkong, 2nd August, 1901. 1913

H. F. CARMICHAEL

CONSULTING ENGINEER,

SURVEYOR AND CONTRACTOR,

QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG

A B C Code, 4th Edition.

A 1 Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 21st June, 1901. 3161

WING CHEONG.

Dealers in

JEWELRY, PEARLS, DIAMONDS

CURIOS, JADESTONE ORNAMENTS,

BRONZES AND CARVED IVORY WARE,

FINE SILKS AND GRASSCLOTHS

General Exporters of

ANISED and CASSIA OILS,

&c., &c., Stock always on Hand.

AN INSPECTION IS RESPECTFULLY SOLICITED.

Note.—We beg to announce that we also

Buy all kinds of Curries at Moderate Prices.

35, QUEEN'S ROAD CENTRAL.

Hongkong, 18th April, 1901. 266

NOTICE.

DURING REPAIRS to one of the

WELLS, a full Supply of Water to the

Kowloon Peninsula cannot be maintained.

Water will, however, be TURNED ON from

above 6 A.M. till Noon.

It is anticipated that the repairs will be

completed and the full supply resumed within

a few days.

The districts of Mong-kok-tsu and Yau-mat

are not included in the above Notice, as they are

supplied from a separate source.

W. CHATHAM,

Water Authority.

Hongkong, 14th December, 1901. 3174

RUPTURE RELIEVED AND OFTEN CURED

PATENT TRUSS INVENTION.

The Lancet, October 3rd, 1885, says: "It is comfortable, adapts itself readily to the movement of the body, and is very effective."

British Medical Journal, May, 1885, says: "It is a very ingenious and successful truss."

Medical Times and Hospital Gazette, 1885, says: "Hodges & Co. have for years past devoted their attention and skill to the improvement of trusses, for the treatment of various kinds of Hernia, following the principles laid down by Professor Wood, of King's College Hospital."

Particulars—

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MANUFACTURERS OF SAUCES & DELICACIES.

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CONTINENTAL AND COLONIAL PRESERVED PROVISIONS,

AND DRIED FRUITS, VEGETABLES, &c.

(BEST QUALITY ONLY).

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POULTRY, EGGS, BUTTER, AND FARM PRODUCE.

SHIPPING SUPPLIED. CORRESPONDENCE SOLICITED. 2750

NESBIT & CO., WOODFORD GREEN, ESSEX.

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ELECTRICAL AGENTS.

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DEALERS IN ELECTRICAL ACCESSORIES OF ALL DESCRIPTIONS.

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JAPAN COALS

THE MITSUI BUSSAN KAISHA

(OR MITSUI & CO.)

HEAD OFFICE:—43, SARAHOTO-CHO, TOKYO.

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HONGKONG OFFICE:—6, LEE HOPE STREET.

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VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island, and those vessels berthed at the Kowloon Wharf &c., together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	JAVA	Brit. str.	2 m.	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON, via SUEZ CANAL	GLENFAROE	Brit. str.	2 m.	Donaldson	McGregor Bros. & Gow	On 2nd Jan., at Noon.
LONDON, via PORTS OF CALL	VALETTA	Brit. str.	2 m.	A. G. Cubitt, R.N.R.	P. & O. S. N. Co.	On 4th Jan., at Noon.
LONDON	DRUCALION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 7th Jan., at Noon.
LONDON	PELUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st Jan., at Noon.
LONDON	STENTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st Jan., at Noon.
LONDON	IDOMENEUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st Jan., at Noon.
LONDON	ALAX	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st Jan., at Noon.
LONDON	PATROCLOS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st Jan., at Noon.
LONDON	TANTALUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st Jan., at Noon.
LIVERPOOL DIRECT	YARRA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st Jan., at Noon.
MARSHALLS, &c., via PORTS OF CALL	KANAGAWA MARU	Jap. str.	2 m.	N. MacKinnon	MESSAGERIES MARITIMES	On 15th Jan., at Noon.
MARSHALLS, LONDON & ANTWERP, &c.	PRINCESS IRENE	Ger. str.	2 m.		NIPPON YUSEN KAISHA	On 30th inst., at 1 p.m.
BREMEN, via PORTS OF CALL	NUERNBERG	Ger. str.	2 m.		NIPPON YUSEN KAISHA	On 10th Jan., at Daylight.
HAVRE, BREMEN, ROTTERDAM & HAMBURG	STRASSBURG	Ger. str.	2 m.		NIPPON YUSEN KAISHA	On 8th Jan., at Noon.
HAVRE, BREMEN & HAMBURG	SAMBIA	Ger. str.	2 m.		NIPPON YUSEN KAISHA	On 4th Jan., at Noon.
HAVRE & HAMBURG	AMBRIA	Ger. str.	2 m.		NIPPON YUSEN KAISHA	On 13th Jan., at Noon.
HAVRE & HAMBURG	C. F. F. LARSEN	Ger. str.	2 m.		NIPPON YUSEN KAISHA	On 25th Jan., at Noon.
TRIESTE via SINGAPORE, &c.	MARIA VALENTIS	Aus. str.	2 m.		NIPPON YUSEN KAISHA	On 12th Jan., at Noon.
NEW YORK via PORTS & SUEZ CANAL	ORONAY	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 26th Jan., at Noon.
NEW YORK via SUEZ CANAL	ASAMA	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 15th Jan., at Noon.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 31st inst.
VANCOUVER via SHANGHAI, &c.	TARTAR	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 15th Jan., at Noon.
VICTORIA, B.C., & TACOMA via SHANGHAI, &c.	VICTORIA	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 23rd Jan., at Noon.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	IYO MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	To-day.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	KINSHU MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 30th inst., at 4 p.m.
PORTLAND OREGON	INDRAVELLI	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 15th Jan., at Noon.
AUSTRALIAN PORTS	CHINGTU	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 2nd Jan., at 4 p.m.
AUSTRALIAN PORTS	KUMANO MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 15th Jan., at Noon.
AUSTRALIAN PORTS	SHANGHAI	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 2nd Jan., at 4 p.m.
YOKOHAMA via SHANGHAI, MOJI & KOBE	YOSHIMA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 5th Jan., at Noon.
KOBE DIRECT	CHANGSHA	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 31st inst., at Noon.
KOBE & YOKOHAMA	TAMBA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 12th Jan., at Noon.
NAGASAKI, KOBE & YOKOHAMA	BINGO MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 17th Jan., at Daylight.
NAGASAKI, KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 2nd Jan., at Noon.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	PRINZ HEINRICH	Ger. str.	2 m.		NIPPON YUSEN KAISHA	On 17th Jan., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CALEDONIAN	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 1st Jan., at Noon.
SHANGHAI	COROMANDEL	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 1st Jan., at Noon.
FOOCHOW via SWATOW & AMOY	ANPING MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 1st Jan., at Noon.
AMOY via SWATOW & AMOY	MAIDZURU MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 1st Jan., at Noon.
AMOY via SWATOW & AMOY	SHANTUNG	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 1st Jan., at Noon.
AMOY via SWATOW & AMOY	DAIOI MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 1st Jan., at Noon.
AMOY via SWATOW & AMOY	BUCKBURN	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 1st Jan., at Noon.
AMOY via SWATOW & AMOY	YUENSANG	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 1st Jan., at Noon.
AMOY via SWATOW & AMOY	KUMANO MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 1st Jan., at Noon.
AMOY via SWATOW & AMOY	ROSETTA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 1st Jan., at Noon.
AMOY via SWATOW & AMOY	CHINTU	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 1st Jan., at Noon.
AMOY via SWATOW & AMOY	SUNGKIANG	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 1st Jan., at Noon.
AMOY via SWATOW & AMOY	KAGOSHIMA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 1st Jan., at Noon.
AMOY via SWATOW & AMOY	LATSANG	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 1st Jan., at Noon.

SHIPPING.

ARRIVALS.
Dec. 24, AILSA CRAIG, British str., 2166, E. Robertson, Moji 18th December, Conals.

Dec. 24, CANON, British str., 1110, D. F. F. Lawrence, Chinkiang 19th December, General.

Dec. 24, GLACIUS, British str., 339, Barr, Fochow 23rd December, General.

Dec. 24, HANGANG, British str., 1356, S. Wildo, Barry via Chefoo 7th November, Genl.

Dec. 24, KVAREN, Norwegian str., 1374, J. Knuts, Moji 18th December, Conals.

Dec. 25, DAIGI MARU, Japanese str., 816, T. Hata, Tamsui via Amoy and Swatow 22nd December, General.

Dec. 25, DEUTERON, German str., 1001, Frahm, Saigon 21st December, Rice.

Dec. 25, ELTA NOSSACK, German str., from Canton.

Dec. 25, EMPRESS OF CHINA, British str., 3098, R. Archibald, R.N.R., Vancouver 2nd December and Shanghai 22nd, Mails and General.

Dec. 25, HALLOO, British str., 783, H. Bathurst, Fochow, Amoy & Swatow 24th Dec, General.

Dec. 25, INDRANT, British str., 2337, Hill, R.N., Manila 23rd December, General.

Dec. 25, KASRING, British str., 1128, Sanderson, Chinkiang 20th December, General.

Dec. 25, LOONARD, German str., 1245, Schmidt, Canton 24th December, General.

Dec. 25, SISOI VELIKI, Russian battleship, 8500, Tarasoff, Nagasaki 21st December.

Dec. 25, STINTON, British str., 4368, C. Jackson, Liverpool 15th November and Singapore 20th December, General.

Dec. 25, TINGANG, British str., 1044, W. E. Sawyer, Shanghai and Swatow 21st Dec, General.

Dec. 25, WAKASU MARU, Japanese str., 6259, J. B. Macmillan, Moji 21st December, General.

Dec. 26, AMOV, German str., 1072, W. Wulff, Moji 20th Dec, Coal.

Dec. 26, CHINTU, British steamer, 2600, J. Williams, Sydney 30th Nov, General.

Dec. 26, ELZA, German str., 1702, P. Schwan, Hongkong 24th Dec, Coal.

Dec. 26, HATASER, British str., 2160, Peters, Manila 22nd Dec, Ballast.

Dec. 26, SULLBERG, German str., 782, J. Jensen, Haiphong 22nd December, Rice.

Dec. 26, THEA, German str., 334, Ohlerich, Haiphong 24th Dec, General.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
26th December.

DEPARTURES.

24th December.
CHANGCHOW, British str., for Canton.

DAPEN, German str., for Nagasaki.

LYEEMOON, German str., for Canton.

25th December.
ADENABER, German str., for Hoihow.

DIAMANT, British str., for Manila.

GLACIUS, British str., for London.

GLENROTH, British str., for Shanghai.

HALLAN, French str., for Hoihow.

HUE, French str., for Kwong-chow-wan.

KATSUYAMA MARU, Jap. str., for Canton.

KAWACHI MARU, Japanese str., for Kobe.

MASA KOB, German str., for Moji.

PEYANG, German str., for Saigon.

LISTS, German gunboat, for Canton.
KONIG ALBERT, German str., for Europe.
PIQUE, British cruiser, for Mirs Bay.
STYL, French cruiser, for Canton.
TINGANG, British str., for Canton.

VESSELS IN DOCK.

24th December.
ABERDEEN DOCKS.—Emma Layton.

KOWLOON DOCKS.—Canton River, H. J. Albrecht, U.S.S. Princeton, Saturn, S.M.S. Ibis, S.M.S. Tiger, Perla, H.M.S. Blenheim, Fishburn, Maidstone, Mars, Skuld, Sunlight, Marie Jensen, H.M.S. Brande.

COSMOPOLITAN DOCK.—Taichong, Yuen-wang, Heinrich Menzell.

SHIPPING REPORTS.

The British steamer *Kachang*, from Chinkiang 20th inst., had fine weather with cloudy and overcast, fresh N.E. wind and following sea.

The British steamer *Alice Craig*, from Moji 18th inst., had strong westerly gale and heavy sea to let, 27 N. by E., 12 E.; thence to port moderate N.E. weather.

The British steamer *Honggang*, from Barry via Chefoo 7th Nov., had fine weather and variable winds to Port Said. From Port Said to Singapore fine weather and light N.E. winds. From Singapore to lat. 10 N., strong monsoon and high sea; thence to port moderate monsoon and fine weather.

The British steamer *Empress of China*, from Vancouver 2nd Dec, and Shanghai 22nd, Mails and General.

The British steamer *Haloo*, from Fochow, Amoy & Swatow 24th Dec, General.

The British steamer *Indrant*, from Manila 23rd Dec, General.

The British steamer *Kasring*, from Chinkiang 20th Dec, General.

The British steamer *Loonard*, from Canton 24th Dec, General.

The British steamer *Sisoi Veliki*, from Nagasaki 21st Dec.

The British steamer *Stinton*, from Liverpool 15th Nov and Singapore 20th Dec, General.

The British steamer *Tingang*, from Shanghai and Swatow 21st Dec, General.

The British steamer *Wakas Maru*, from Moji 21st Dec, General.

The British steamer *Amov*, from Moji 20th Dec, Coal.

The British steamer *Chintu*, from Sydney 30th Nov, General.

The British steamer *Elza*, from Hongkong 24th Dec, Coal.

The British steamer *Hataser*, from Manila 22nd Dec, Ballast.

The British steamer *Sullberg*, from Haiphong 22nd Dec, Rice.

The British steamer *Thea*, from Haiphong 24th Dec, General.

The British steamer *Empress of China*, from Vancouver 2nd Dec, and Shanghai 22nd, Mails and General.

The British steamer *Haloo*, from Fochow, Amoy & Swatow 24th Dec, General.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
IYO MARU	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE & YOKOHAMA	MONDAY, 30th December, at 4 p.m.
YOSHIMA MARU	KOBE (DIRECT)	TUESDAY, 31st December, at Noon.
T. Muri	NAGASAKI, KOBE and YOKO.	TUESDAY, 2nd January, at DAYLIGHT.
BINGO MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	THURSDAY, 2nd January, 1902, at 4 p.m.
E. W. Haswell	BOMBAY via SINGAPORE and COLOMBO	THURSDAY, 4th January, at Noon.
KANAGAWA MARU	MARSHALLS, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 10th January, at DAYLIGHT.
KINSHU MARU	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE & YOKOHAMA	MONDAY, 13th January, at 4 p.m.
TAMBA MARU	KOBE & YOKOHAMA	FRIDAY, 17th January, at DAYLIGHT.
KASUGA MARU	NAGASAKI, KOBE and YOKO.	FRIDAY, 17th January, at Noon.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADIAN AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 10 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).
"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 15th Jan, 1902
"TARTAR" Comdr. E. Rothman, R.N.R. WEDNESDAY, 29th Jan, 1902
"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 12th Feb, 1902
"ATHENIAN" Comdr. H. Mowatt, R.N.R. WEDNESDAY, 26th Feb, 1902
"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 12th Mar, 1902

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent to the PACIFIC COAST WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, 12 and 18 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace the PALATIAL STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING SALON and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.

SPECIAL EXTRA SERVICE.
The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings. In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled in the Pacific, also St. George, made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. B. BROWN, General Agent, Pedder's Street.

Hongkong, 19th December, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
PRINCESS IRENE	HAVRE, BREMEN, ROTTERDAM and HAMBURG	WEDNESDAY, 8th Jan., 1902
PRINZ HEINRICH	HAVRE, BREMEN, ROTTERDAM and HAMBURG	WEDNESDAY, 22nd Jan., 1902
PREUSSEN	HAVRE, BREMEN, ROTTERDAM and HAMBURG	WEDNESDAY, 5th Feb., 1902
HAMBURG	HAVRE, BREMEN, ROTTERDAM and HAMBURG	WEDNESDAY, 19th Feb., 1902
SACHSEN	HAVRE, BREMEN, ROTTERDAM and HAMBURG	WEDNESDAY, 5th Mar., 1902
KIAUTSCHOU	HAVRE, BREMEN, ROTTERDAM and HAMBURG	WEDNESDAY, 19th Mar., 1902
HAVERN	HAVRE, BREMEN, ROTTERDAM and HAMBURG	WEDNESDAY, 2d Apr., 1902
STUTTGART	HAVRE, BREMEN, ROTTERDAM and HAMBURG	WEDNESDAY, 16th Apr., 1902
KONIG ALBERT	HAVRE, BREMEN, ROTTERDAM and HAMBURG	WEDNESDAY, 30th Apr., 1902
PRINZESS IRENE	HAVRE, BREMEN, ROTTERDAM and HAMBURG	WEDNESDAY, 14th May, 1902
PREUSSEN	HAVRE, BREMEN, ROTTERDAM and HAMBURG	WEDNESDAY, 28th May, 1902
HAMBURG	HAVRE, BREMEN, ROTTERDAM and HAMBURG	WEDNESDAY, 11th June, 1902

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"MEMNON"	On 3rd January.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 8th January.
GLASGOW and LIVERPOOL	"TANTALUS"	On 18th January.
GLASGOW and LIVERPOOL	"AJAX"	On 22nd January.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 31st January.
HOMEWARDS.		
TO	STEAMERS	TO SAIL
LONDON	"DEUCALION"	On 7th January.
LONDON	"PELEUS"	On 21st January.
LONDON	"STENTOR"	On 4th February.
LONDON	"IDOMENEUS"	On 18th February.
LONDON	"AJAX"	On 4th March.
LIVERPOOL DIRECT	"PATROCLUS"	On 26th January.
LIVERPOOL DIRECT	"TANTALUS"	On 15th February.

(Taking Cargo at London Rates) "PATROCLUS" arrived on the 25th inst.
(Taking Cargo at London Rates) "TANTALUS" arrived on the 25th inst.
S.S. "STENTOR" from GLASGOW and LIVERPOOL arrived on the 25th inst.
and leaves for SHANGHAI and JAPAN, at Noon, to-day, 27th inst.
For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
AMOI, SAMARANG & SOERABAYA	"SHANPUNG"	On 27th December.
SAMARANG and SOERABAYA	"BRUCKBURN"	On 28th December.
MANILA, CEBU and LOILO	"SUNGKIANG"	On 28th December.
Kobe and YOKOHAMA	"CHANGSHA"	On 12th January, 1902
MANILA, CEBU and LOILO	"CHINGTU"	On 16th January, 1902

PORT DARWIN, THURSDAY
ISLAND, COOKTOWN, TOWNS-
VILLE, BRISBANE, SYDNEY,
and MELBOURNE

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th November, 1901.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KORE & YOKOHAMA, FOR		
STEAMSHIP	TONS	CAPTAIN
"INDRAVELLI"	4,889	W. E. Craven, R.N.
"INDRAPURA"	4,889	A. E. Hollingsworth
"KNIGHT COMPANION"	4,111	C. E. Froggatt, R.N.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 11th December, 1901.

TOYO KISEN KAISHA.
(ORIENTAL S.S. CO.)REGULAR SERVICE BETWEEN HONGKONG AND MANILA
IN 48 HOURS.

THE COMPANY'S WELL-KNOWN STEAMSHIP

"ROSETTA MARU"

3,876 Tons Gross.
Captain Tate, having been placed on the above Service, will be despatched hence for MANILA,
on or about SATURDAY, the 4th January, 1902, at Noon.
Magnificent accommodation. Comfortable Cabins. Excellent Table. Unvalued Speed.
Electric Light.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA.

AGENTS.

No. 6, Ice House Street and Corner of Des Vieux Road, First Floor.
Hongkong, 25th December, 1901.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSWI, via SWATOW	"DAIGI MARU"	SUNDAY, 29th.
AND AMOI	"T. KITANO"	December.
TAMSWI, via SWATOW	"DAIJIN MARU"	SUNDAY, 5th
AND AMOI	"T. OGATA"	January.
ANPING, via SWATOW	"MADZURU MARU"	FRIDAY, 27th
AND AMOI	"T. SAKI"	December.
FOOCHOW, via SWATOW	"ANPING MARU"	WEDNESDAY, 1st
AND AMOI	"K. SUDZUKI"	January, 1902.

The Co.'s new Steamers are specially designed for the coast trade of South China and
Formosa, and are fitted with all modern improvements. Excellent accommodation is provided
for first-class passengers, and a duly qualified doctor is carried.
All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the
Government Marine Surveyors, and are registered the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at
Tamsui to land all passengers and cargo.

For Freight, Passage, and further information, apply to

THE MITSUI BUSSAN KAISHA.

Agents.

Hongkong, 18th December, 1901.

SHEWAN TOMES & CO.'S NEW YORK
LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ASAMA"

Captain Bement will be despatched as above
on 31st December.

For Freight, apply to

SHEWAN TOMES & CO.

Hongkong, 23rd December, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA in connection with the
CHINA STEAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for Cape Ports every fortnight.
For Freight and further particulars,
apply to

DODWELL & CO. LIMITED.

General Agents for China and Japan.

Hongkong, 4th August, 1897.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTES FRANÇAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX,
ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 30th December, 1901,

at 1 p.m., the Company's Steamship
"YARRA," Captain Nagle, with Mails, Pas-
sengers, Specie and Cargo, will leave this port
for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with
the s.s. "Polynesian" which vessel takes on her
Passengers and Mails leaving that port on the
11th January, 1902, direct to Suez, Port Said
and Marseilles.

Cargo and Specie will be registered for
London as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 p.m.
Specie and Parcels until 3 p.m. on the 29th
December. (Parcels are not to be sent on board;
they must be left at the Agency's Office.) Con-
tainers and Value of Packages are required.

For further particulars, apply at the Com-
pany's Office.

P. DE CHAMPMORIN,
Acting Agent.

Hongkong, 4th December, 1901.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENFARIG,"

Captain Donaldson, will be despatched as above

on THURSDAY, the 2nd January, at Noon.

For Freight or Passage, apply to

McGREGOR, BROS. & GOW.

Hongkong, 24th December, 1901.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"KUMANO MARU"

3,873 Tons Gross, Captain E. W. Haswell,

will be despatched for the above port on

THURSDAY, the 2nd January, at 4 p.m.

This new Mail Steamer is specially constructed

for service in the Tropics, and is provided with

superior Accommodation and with all modern

fixtures and improvements for the safety and

comfort of Passengers. Electric Light and

Stowage carried.

For Freight and Passage, apply to

A. S. MIHARA,

Manager.

Hongkong, 25th December, 1901.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL
AND AMERICAN PORTS.

THE Steamship

"VALETTA"

Captain A. G. Cuttitt, R.N., carrying His

Majesty's Mails, will be despatched from this

port on SATURDAY, the 4th Janu-
ary, at Noon, taking passengers and cargo

for the above ports.

Silk and Valuables, all cargo for France, and

Tea for London (under arrangement) will be

transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other

cargo for London, &c., will be conveyed via
Bombay without transshipment.

Parcels will be received at this Office until 4
p.m. the day before sailing. The contents and

value of all packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's

Bills of Lading.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 28th December, 1901.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR SINGAPORE, PENANG,
RANGOON, COLOMBO, ADEN, SUEZ,
PORT SAID, PLYMOUTH AND TRIESTE.

(Taking Cargo at through rates to the BRAZIL,
SOUTH AFRICA, RED SEA, BLACK SEA,
LEVANT, VERICE and AFRICAN PORTS.)

THE Company's Steamship

"MARIA VALERIE"

Captain Ballin, will be despatched as above

on WEDNESDAY, the 15th January, p.m.

The Steamer has capital accommodation

for Passengers. Electric light. A Doctor is

carried.

For information as to Passage and Freight,
apply to

SANDER, WIELER & CO.,

Agents.

Hongkong, 24th December, 1901.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the

OWNERS will be RESPONSIBLE for any

DEBT contracted by the Officers or the Crews

of the following Vessels during their stay in

Hongkong Harbour:

OSBERGA, British barque, Danamora.—ORDRE.

CARBOLINEUM-AYENARIUS

USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood

and Stone against White Ants, Decay, Fungus

Rot, and Dampness.

Sole Agents for China,

LUTGENS, EINHORN & CO.,

Hongkong, 31st August, 1897.

司公海輪角旺

HUNG CHAI & CO. WONGKOK.

YAUWAT.

MANUFACTURERS OF MOHAIC
BRICKS of all Colours and Designs.

Hongkong, 26th November, 1901.

NOTICES TO CONSIGNEES

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA."
FROM TACOMA, VICTORIA, YOKO-
HAMA KOBE, MOJIB AND SHANGHAI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersignature,
and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

DODWELL & CO., LD.,
Agents.

Hongkong, 20th December, 1901.

FROM HAMBURG, PENANG AND
SINGAPORE.

THE H.A.L. Steamship

"SILEBIA,"

Captain Bahle, having arrived from the

above ports, Consignees of Cargo are hereby

requested to send in their Bills of Lading for

countersignature by the Undersigned, and to

take immediate delivery of their Goods from

alongside.

Optional Cargo will be forwarded unless

notice to the contrary be given before NOON,

TO-DAY, the 21st inst.

Any Cargo impeding her discharge will be

landed into the Godowns of the Hongkong and

Kowloon Wharf and Godown Company,
Limited, and stored at Consignees' risk and

expense.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remain-
ing undelivered after the 28th inst. will be

subject to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 28th inst. at 3 p.m.

No Fire Insurance will be effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 21st December, 1901.

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM SEATTLE, TACOMA, YOKO-
HAMA, KOBE AND MOJIB.

THE Company's Steamship

"TEENKAI"

having arrived from the above ports, Consignees

of Cargo are hereby requested to send in
their Bills of Lading for Countersignature, and

to take immediate delivery of their Goods from
alongside.

Cargo impeding the discharge or remaining

on board after 4 p.m., the 27th instant, will be

landed at Consignees' risk and expense into
Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 23rd December, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BENGAL,"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods

are being landed and placed at their risk in
the Hongkong and Kowloon Wharf and God-
own Company's Godowns at Kowloon, where

each consignment will be sorted out Mark by
Mark, and delivery can be obtained as soon as
the Goods are landed.

This Vessel brings on Cargo—
From London, &c., ex s.s. Rome and Aus-
tralia.

From Calcutta, ex s.s. Masilia.

From Persian Gulf, ex s.s. B. I. S. N. and

B. I. S. N. Co.'s Steamers.

Optional Goods will be landed here unless

instructions are given to the contrary before

8 a.m. TO-MORROW.

Goods not cleared by the 28th instant, at

4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged packages must be left in the

Godowns, and a certificate of the damage ob-
tained from the Godown Company within ten

days after the vessel's arrival here, after which
no claims will be recognised.

E. A. HEWETT,
Superintendent.

Hongkong, 21st December, 1901.

YEE SANG & CO.

COAL MERCHANTS,

have always on hand

BARGAIN STOCKS OF EVERY DESCRIP-
TION OF COAL.

